LAKE HOOD SEAPLANE BASE STAKEHOLDER AQUATIC WEED MEETING
1 PM, JULY 12, 2011

Discussion items:

- Mr. Gabriel Mahns, FAA Alaska Region, Airports Division asked stakeholders if there would be any pilot operational concerns if the FAA airport identifier for the Lake Hood Gravel Strip (Z41) was deleted and combined with LHD. If Z41 was eliminated and combined with LHD it would be the same as flying into the Fairbanks or Juneau airports that have multiple landing surfaces. The pilot would file a flight plan with the FAA Flight Service Station for Lake Hood (LHD), and then when contacting the air traffic control tower, the pilot then would express which landing surface they prefer, i.e. gravel strip or lake. Stakeholders could contact Gabriel at 907.271.3665.

- Mr. Scott Lytle, Airport Environmental Manager, via teleconference, provided a briefing regarding the history of the lake aquatic weed issue and plans for the future. Before completion and implementation of the Airport Water Body Recovery Plan, during 2004, the airport engineering consultants, CH2MHill, conducted aquatic vegetation studies and in 2005 published the Aquatic Vegetation Management Plan document. This plan is available on a Lake Hood link within the Ted Stevens Anchorage International Airport website, www.anchorageairport.com.

- The Aquatic Vegetation Management Plan identified control methods that fit within three general categories, (1) physical/mechanical, (2) chemical, and (3) biological. Each control method was evaluated based on its advantages, disadvantages, cost, long-term effects, impacts and permitting advantages.

- Airport management's approach to controlling the vegetation is to continue operating a floating harvester in the open water, while individual slip owners take care of their own slip areas. The harvester (mechanical) causes minimal environmental concern and would likely be the most attractive option to the public. During the 2011 float season, another study will investigate whether additional vegetative species are now in the water bodies and consider effect of current mitigation methods.

- John Parrott, Airport Manager, explained management considered purchasing a smaller floating harvester to cut vegetation in the slip areas. Based on cost of an additional harvester and personnel to operate, liability of potential damage to aircraft and effectiveness, it was determined to continue with slip holders taking care of their individual slips while the airport field maintenance crews would harvest open waters.

- Lake Hood Stakeholders Meeting tentatively scheduled for 1 pm, Tuesday, October 18, 2011 will discuss the results of the 2011 float season aquatic vegetation study.

- Mr. Cecil F. Rich, PhD, U.S. Fish & Wildlife Service, National Fish Habitat Action Plan Coordinator presented information regarding an invasive plant threat to Alaskan water, ***Elodea spp***. *Elodea* was recently found in the Chena Slough near North Pole, Alaska and is thought to have been accidently introduced to the slough, possibly by the dumping of an aquarium. Being an invasive plant it could spread to other Alaskan waters.

- *Elodea* could (1) degrade fish habitat and displace native flora & fauna, (2) endanger safe float plane operations, and (3) reduce property values of adjacent landowners. Intensive surveys are planned for 2011 in local rivers and high public use areas such as float plane lakes and boat launches.

- The invasive species Elodea is currently in two Anchorage lakes: Sand Lake and Delong Lake. The invasive weed could easily be transported by floatplane from Sand Lake to Lake Hood as they are only a few miles apart. In a few years the plant could spread throughout Lake Hood and become a nuisance and safety hazard. From Lake Hood it could then be spread throughout this part of the state.

- *Elodea* spreads easily because (1) its segments can break apart forming hundreds of new plants, (2) it can survive frozen in ice, and (3) it grows rapidly.

- To help stop the spread of aquatic invasive species follow these simple guidelines: (1) remove all visible mud, plants, fish/animals from equipment, (2) eliminate water from all equipment before transporting, (3) clean & dry anything that came in contact with water, and (4) never release plants, water, fish, or animals into a body of water unless they came from that water.

- If pilots believe they have seen Elodea they should take a sample, photograph and note location. Then contact Alaska Department of Fish & Game, 1-877-INVASIV (468.2748) or Fairbanks Cooperative Weed Management Area (CWMA) at 907.479.1213 or FCWMA.tech@gmail.com.

Attendees:

Merle Akers, Lake 40, private pilot
Phil Ramstad, Lake 2, private pilot
Jim Seeley, Lake 107 & Lake Hood Seaplane Pilots Association
William J. Bassett, Lake 142, private pilot
John Pratt, Lake 814, Alaska Representative, National Seaplane Pilots Association
Cathy Gleason, President, Turnagain Community Council
Brian Ochs, FAA Anchorage Air Traffic Control Tower
Mike Bowers, FAA Flight Standards Alaska Region
Gabriel Mahns, FAA Alaskan Region, Airport Division
Heidi Halverson, Restoration Science & Engineering
John Parrott, Airport Manager
Trudy Wassel, Airport Chief Financial Administrator
Tracy Mitchell, Airport Environmental Engineer
Andy Hutzel, Lake Hood Operations